

# IDYLLWYLD NORTH

HIGHWAYS NOS. 5 and 11

OFFICIAL OPENING

October 20  
1969





The volume of traffic on Saskatchewan highways has almost doubled during the past 10 years.

Industrial and agricultural expansion, a sharp increase in tourist traffic each year and more travel by local residents have all added to the need for immediate improvement of the existing highway system.

During this fiscal year, more than \$60 million has been budgeted for expenditure on Saskatchewan highways. The Government of Saskatchewan is convinced these dollars are well-spent as they add to the safety and comfort of the travelling public.

One of the major projects in this year's highway program is completion of the Idylwyld Freeway North and Highways Nos. 5 and 11.

The completion of these projects will provide better connections between the main centres of commerce in the northern half of Saskatchewan and will provide faster and safer service through the city of Saskatoon.

To all concerned with planning, construction and completion of these major contracts—congratulations for a job well done.

Premier of Saskatchewan.



Safety has become a keyword in the Saskatchewan Department of Highways and Transportation construction and road improvement program.

Sharply increased traffic loads and higher speeds of modern vehicle traffic make it imperative that the latest and most modern safety factors be built into our new highways.

More than \$500,000 of the current year's highway budget in this province has been ear-marked for safety improvements on various projects.

Three major projects recently completed by the department include Idylwyld Freeway North and rebuilding of Highways No. 5 and 11.

The opening ceremonies of these three projects now officially adds to the department a system that incorporates the latest design in traffic control and safety systems.

As Minister of Highways and Transportation, it gives me a good deal of personal satisfaction to offer congratulations on behalf of my department to all those involved in construction and completion of these projects.

Minister of Highways and Transportation.



# general

The extension of Idylwyld Freeway North was prompted due to the traffic congestion at the old Canadian National Railway underpass and at Circle Drive. Construction involved the building of a new underpass at the junction with the railway and a diamond interchange under Highway No. 11. The interchange features off-ramps inclined upwards to assist the motorist in stopping. On-ramps descend to the freeway to assist in acceleration to freeway speeds. In addition the "tight diamond" interchange caused the least possible encroachment on adjacent property. A further interchange is planned for 51st Street in the near future.

This Freeway now ranks as the third highest travelled section on the provincial highway system with traffic volumes of over 7,000 vehicles per day. Traffic will be able to proceed at accelerated speeds as posted on the various sections of the Freeway to more readily handle the increased traffic volume into and out of the city.

The Freeway features illuminated roadways and overhead signing. No traffic lights are required as traffic merges off and onto the highway. A special storm sewer system lift station was necessitated to provide a draining system for the Freeway underpass. Water is pumped from the storm sewer system into the Hudson Bay Slough and then into the city storm sewer system. In addition the National Research Council has installed instrumentation along the Freeway to record the amount of rainfall, intensity of the rainfall, flow characteristics and other information for research and experimental purposes.

The Idylwyld project was commenced in September 1967 and built at a cost of over \$3 million. The city of Saskatoon's contribution was \$98,500.

Idylwyld Freeway South was completed in 1967. When the centre portion, approximately two miles, is completed by the city, Saskatoon will be the first in Saskatchewan to have a modern freeway bisecting the city.

The rebuilding of provincial Highway No. 5 from Saskatoon to Borden Bridge was completed in September, 1968, with construction commencing in May of 1966. The new route has shortened the distance to North Battleford from Saskatoon by approximately 6 miles. The system incorporates an

overpass over Highway No. 11. The highway is two-laned with 24 ft. roadway and 8 ft. shoulders. Project cost was over \$2,580,000.

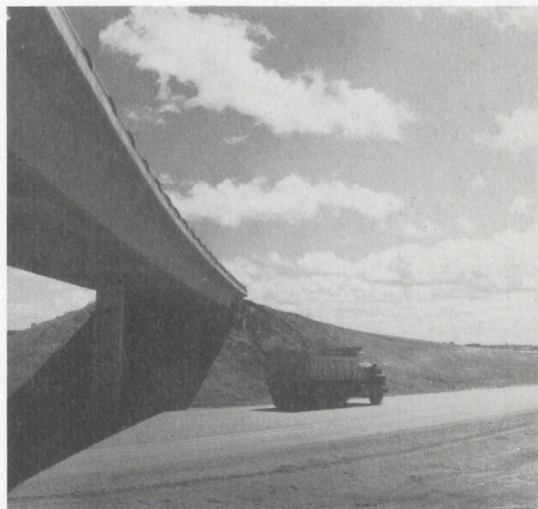
The building of Highway No. 11 got underway in April, 1967, and was completed in October, 1969. It now reduces travel distance to Rosthern and Prince Albert from Saskatoon by approximately 13 miles. The highway is two-laned with a 24 ft. roadway and 10 ft. shoulders. Two overpasses are involved: an overpass at Warman over the C.N.R. and under Highway No. 12. Cost of the project will be approximately \$3,455,000.

## SASKATCHEWAN ROADS

Saskatchewan has the world's highest road mileage per capita. There are more than 10,400 miles of provincial highways on which almost 90 per cent of travel is on dust-free surfaces.

In addition to provincial highways there are 116,000 miles of rural roads; 2,600 miles of Department of Natural Resources roads and some 14,000 miles of main market roads in rural areas known as grid roads.

Each year, Saskatchewan's roads carry more traffic. In 1969 it is expected that a half million licensed units will travel 4.1 billion vehicle miles, compared with 90,000 licensed vehicles travelling a total of 48.6 million vehicle miles 25 years ago.







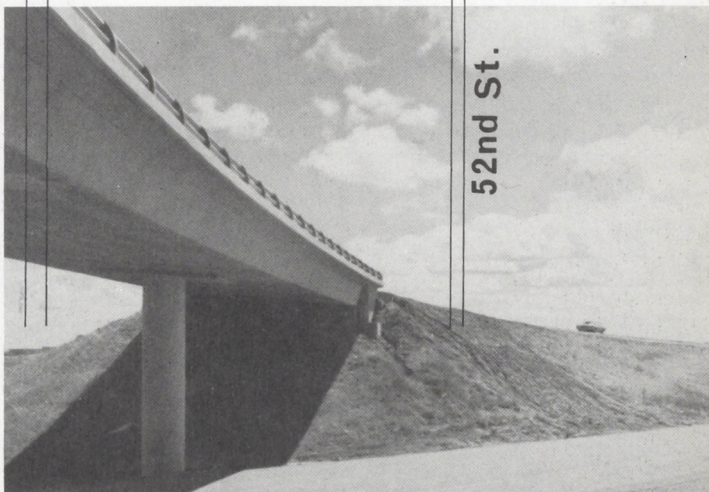
39th Street

C.N.R.

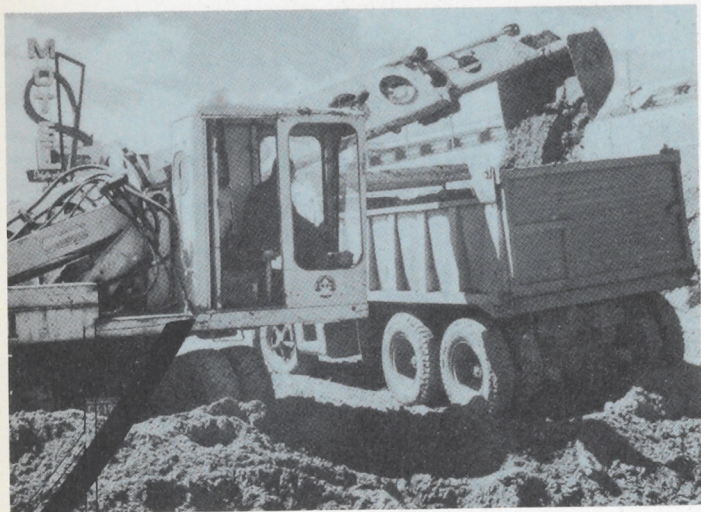
Circle Drive

52nd St.

SITE OF OFFICE





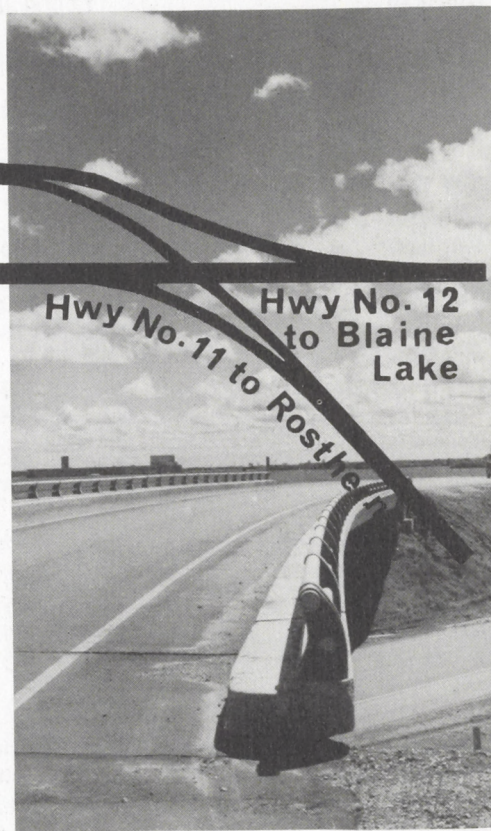


Hwy No 5  
to N.B.



OFFICIAL OPENING CEREMONIES

EW  
road  
allow-  
ance



Hwy No. 12  
to Blaine  
Lake  
Hwy No. 11 to Rosther



# statistics

## MATERIALS USED

### IDYLWYLD FREEWAY (North)

Earthwork .....	460,000 cu. yds.
Sand Backfill .....	100,000 cu. yds.
Sub-base .....	87,000 tons
Base Course .....	60,000 tons
Hot Mix .....	38,000 tons
Culverts and sub-surface drain pipe including storm sewers and other pipes .....	44,950 lin. ft.
Chain Fence .....	9,000 ft.
Guardrail .....	12,000 lin. ft.
Light Standards .....	145 units
Concrete (incl. all structures) .....	4,870 cu. yds.

### PROVINCIAL HIGHWAY No. 5

Earthwork .....	2,191,637 cu. yds.
Sub Base .....	288,500 tons
Base Course .....	225,000 tons
Bituminous Surface .....	77,000 tons

#### OVERPASS—Highway No. 5 over No. 11

Cast in place concrete piles .....	380 lin. ft.
Reinforcing Steel .....	166,000 lbs.
Concrete .....	592 cu. yds.

### PROVINCIAL HIGHWAY No. 11

Earthwork .....	3,300,000 cu. yds.
Sub-base .....	125,000 tons
Base Course .....	233,000 tons
Bituminous Surface .....	199,000 tons

#### OVERPASS—Highway No. 12 over No. 11

Cast in place concrete piles .....	280 lin. ft.
Reinforcing Steel .....	123,500 lbs.
Concrete .....	339 cu. yds.

#### OVERPASS—Highway No. 11 over C.N.R. Warman

Cast in place concrete piles .....	267 lin. ft.
Reinforcing Steel .....	75,000 lbs.
Concrete .....	282 cu. yds.
Prestressed Concrete Girders .....	847 lin. ft.

# contractors

## GENERAL CONTRACTORS

### PROVINCIAL HIGHWAY No. 11

#### GRADING

South Bros. Construction, Regina  
MacKay Construction Ltd., Saskatoon  
M. L. Southam Const. Ltd., Winnipeg  
Shatto Construction Ltd., Calgary

#### PAVING

South Construction Company Ltd., Regina  
Evans Construction Company Ltd.,  
Saskatoon

#### OVERPASS Highway No. 12

over No. 11

W. C. Wells Construction Company Ltd.,  
Saskatoon

#### OVERPASS Highway No. 11

over C.N.R. - Warman

Piggott Construction Limited, Saskatoon  
Con-Force Products Ltd., Regina

### PROVINCIAL HIGHWAY No. 5

#### GRADING

South Bros. Construction, Regina  
Evans Construction Company Limited,  
Saskatoon

#### PAVING

South Construction Company Ltd., Regina

#### OVERPASS Highway No. 5 over No. 11

G. E. Sare Construction, Elbow

### IDYLWYLD FREEWAY (North)

Asphalt Services Ltd., Saskatoon

## CONSULTING ENGINEERS

### IDYLWYLD FREEWAY

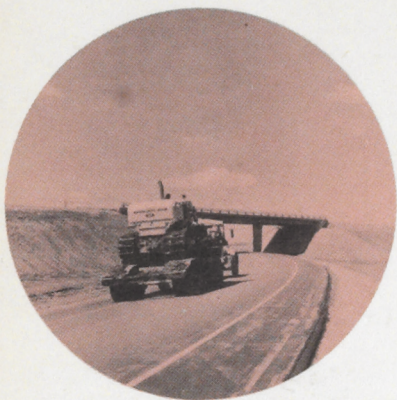
Underwood, McLellan & Associates Ltd.,  
Saskatoon

### OVERPASS

Highway No. 5 over No. 11

Stanley Associates Engineering Ltd.,  
Saskatoon





# programme

MUSICAL SELECTIONS BY SASKATOON FIREMEN'S BAND

## *3 P. M. O CANADA*

INVOCATION . . . . .	Rev. B. Morand, Chancellor, Saskatoon Roman Catholic Diocese
CHAIRMAN'S REMARKS . . . . .	Hon. C. L. B. Estey, Q.C., Minister, Department of Municipal Affairs

## *INTRODUCTION OF PLATFORM GUESTS*

GREETINGS . . . . .	His Worship, Mayor S. L. Buckwold, City of Saskatoon.  Mr. Peter P. Unger, Reeve, Rural Municipality of Warman.
PRESENTATION OF SCISSORS . . . . .	Mr. T. Greenaway, Saskatoon, Representing project contractors.
ADDRESS . . . . .	Hon. W. Ross Thatcher, Premier of Saskatchewan.
CUTTING OF THE RIBBONS . . . . .	Hon. W. Ross Thatcher, Hon. Dave Boldt, Hon. C. L. B. Estey, Q.C.

*GOD SAVE THE QUEEN*



# SASKATCHEWAN DEPARTMENT OF HIGHWAYS AND TRANSPORTATION

MINISTER: Hon. Dave Boldt

DEPUTY MINISTER: Mr. L. T. Holmes

CHIEF ENGINEER: Mr. W. A. Sheard

